

SCENIC ROUTE ELEMENT

OF THE GENERAL PLAN

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ALAMEDA COUNTY, CALIFORNIA

MAY, 1966

SCENIC ROUTE ELEMENT OF THE GENERAL PLAN

County of Alameda, State of California

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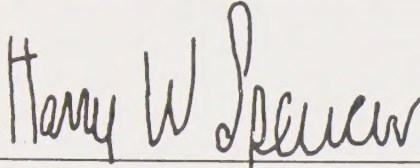
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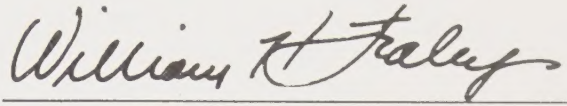
William H. Fraley, Planning Director

May, 1966

We hereby certify that the County Planning Commission of Alameda County did on the 2nd day of March, 1966, adopt by resolution an element of the General Plan, consisting of both a map and text entitled, "SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA" and the document on which this certificate is recorded is a part thereof.

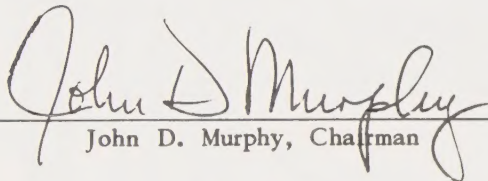


Harry W. Spencer, Chairman

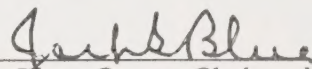


William H. Fraley, Secretary

We hereby certify that the Board of Supervisors of Alameda County did on the 5th day of May, 1966, adopt by resolution an element of the General Plan, consisting of both a map and text entitled, "SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA" and the document on which this certificate is recorded is a part thereof.



John D. Murphy, Chairman



Jack G. Blue, County Clerk and
Ex-Officio Clerk of the Board of
Supervisors of the County of Alameda



P R E F A C E

The Scenic Route Element of the General Plan is intended to serve as a means of continuing coordination among the city and county planning functions of Alameda County and the State Division of Highways in the development of a county-wide system of scenic routes, appropriate portions of which would be adopted or expanded upon by each city and the state. Local, regional and state agencies have reviewed the suggested plan, and recommendations for changes and additions have been included in the Scenic Route Element. Coordination of proposals has been sought with adjacent counties for those routes that cross county boundaries. A number of cities and recreation agencies have endorsed the Scenic Route Element of the General Plan in principle.

The plan, consisting of a continuous county-wide scenic route system is also intended to serve as a guide to local jurisdictions for development of more detailed, individual city scenic route plans to supplement the county plan.

The Scenic Route Plan is further intended to serve as a guide for development of city and county legislation and programs that will protect and enhance the scenic values along routes designated in the plan and in other areas in the county visible from scenic routes. The plan map includes those routes shown on the map entitled "Proposed Scenic Roads -- Alameda County, Alameda County Planning Commission, December, 1964" ^{1/} and includes supplemental routes deemed to be of outstanding quality or which provide access to important scenic, recreational, cultural or historic points.

During development of the plan valuable assistance and cooperation has been extended by official representatives of many cities, local and regional recreation agencies, adjacent counties and the State Division of Highways. The Alameda County Planning Department gratefully acknowledges this assistance as well as that extended by Mr. Robert Tetlow, Associate Professor of Landscape Architecture, College of Environmental Design, University of California, Berkeley, and Mr. David Arbogast of Theodore Osmundson and Associates, San Francisco, in providing photographs of the Bay Area as source material for scenic route sketches.

^{1/} This map was prepared in coordination with cities in the county and adjacent counties and was submitted, via the State Division of Highways, by the Alameda County Board of Supervisors as recommendations to be considered in the Bureau of Public Roads *National Scenic Roads and Parkways Study*.



**BAY VIEW FROM
SCENIC ROUTE.**

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SCENIC RURAL-
RECREATION ROUTE

INTRODUCTION

Purposes

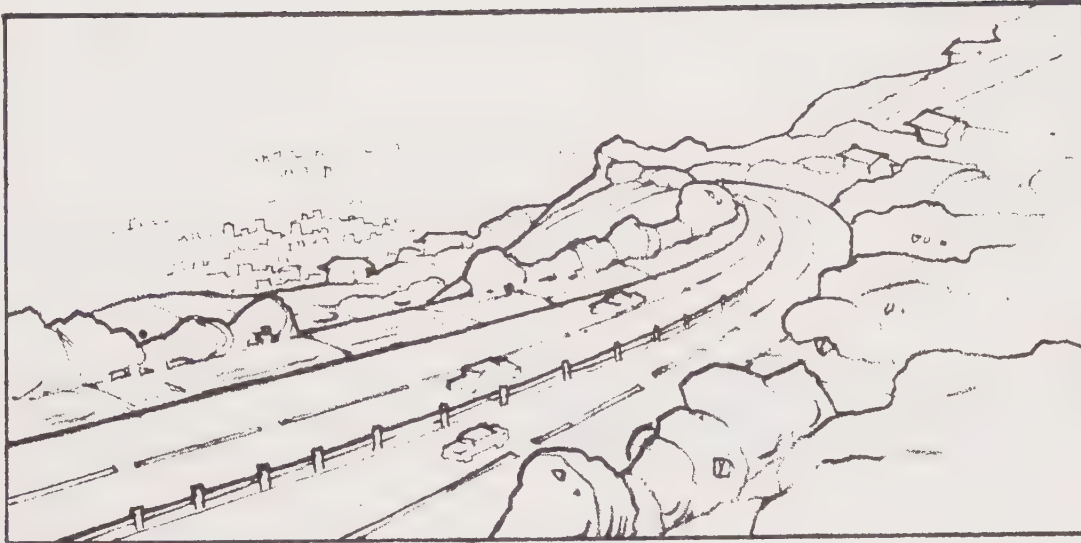
The Scenic Route Plan, consisting of text and map, is designed to serve as a guide for establishment of programs and legislation dealing with the development of a system of scenic routes and the preservation and enhancement of scenic qualities and of natural scenic areas adjacent to and visible from scenic routes.

Stated more fully, the plan is intended to establish official basic policy regarding:

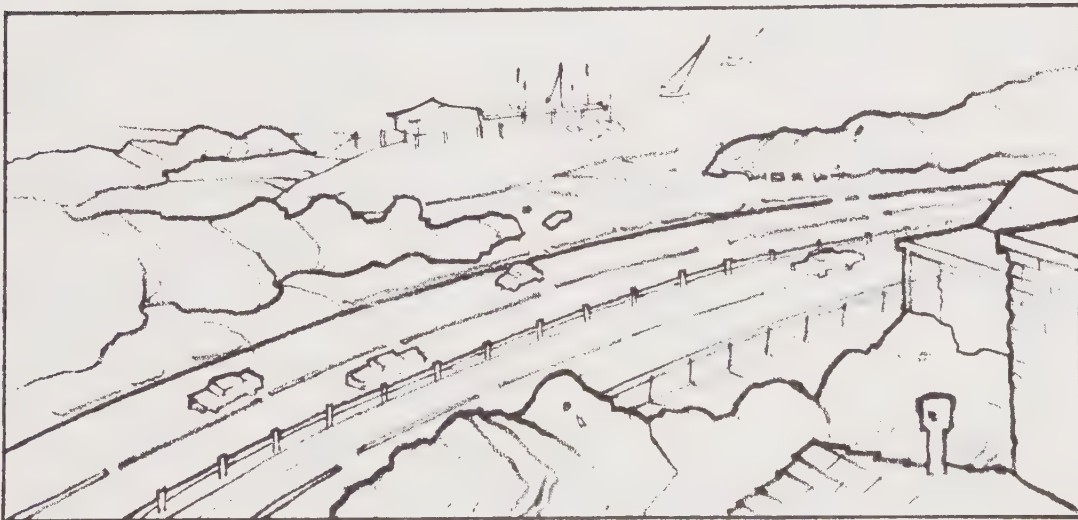
1. Objectives, principles, and general standards for development of a scenic route system and preservation and enhancement of adjacent scenic areas, and other areas of the county visible from the scenic route.
2. Definition and designation of a scenic route system and adjacent scenic areas.
3. Coordination of scenic route proposals and programs among all levels of government: federal, state, regional, county, and city.
4. Guidance to local jurisdictions in the development of more detailed individual city scenic route system plans to supplement the comprehensive, county-wide scenic route network.
5. Employment of all available, appropriate scenic conservation legislation.
6. Development of legislative measures and official programs to protect and enhance scenic values along scenic routes, and other areas of the county which are visible from, and have an effect on the quality of the view from the scenic route.

Coordination

Coordination at federal, state and local levels is necessary: (1) to assure a comprehensive county-wide scenic route plan that provides a framework for and includes the plans of other agencies and that provides harmonious development; and (2) to assure continuous protection of scenic values along routes. Coordination will also be required to determine which agency or agencies should be responsible for controls, for acquisition of property title or development rights, if necessary, and to inform each level of government of various laws at other levels of government concerning property acquisition and opportunities for obtaining funds.



SCENIC FREEWAY/EXPRESSWAY



SCENIC THOROUGHFARE



RURAL SCENIC RECREATION ROUTE

TYPES OF SCENIC ROUTES

Definitions

A. Types of Scenic Routes

Three types of scenic routes are included in the Scenic Route Element of the General Plan, which in general follow the major route types in the Circulation Element of the General Plan. These scenic route categories are: (1) Scenic Freeways and Expressways, (2) Scenic Thoroughfares, and (3) Scenic Rural-Recreation Routes. For each route category within the scenic route element, design and development controls should be applied to the route right-of-way and corridor.

(1) Scenic Freeways and Expressways

Freeways, with two to four moving lanes in each direction, separated by a median strip, carry heaviest traffic volumes. Access is controlled, and vehicular or rail crossings are grade separated. Expressways have two to four moving lanes in each direction, limited access without grade separations, and are so designed as to be converted readily to freeways.

Scenic freeways and expressways are those that traverse, or those that provide the most efficient routes to or between, areas of major, scenic, recreational and cultural attractions.

(2) Scenic Thoroughfares

Major thoroughfares are high traffic volume routes with two or three moving lanes and a parking lane in each direction in urban areas, a median strip where practicable and traffic signals at major intersections. One-way couplets may also be designated as major thoroughfares.

Scenic thoroughfares are those major thoroughfares that traverse areas of scenic or recreational interest or that provide the most efficient route to carry vehicular traffic to major scenic, recreational or cultural areas.

(3) Scenic Rural-Recreation Routes

Major rural roads are generally two lane, low traffic volume roads that traverse sparsely populated open agricultural or recreational areas and that often carry traffic to major recreation areas.

Scenic Rural-Recreation Routes are those major rural roads that traverse areas of outstanding scenic quality or that carry traffic to major scenic and recreational areas. Scenic Rural-Recreation Routes in selected areas may be combined with public recreation areas such as parks, parkways, reservoirs, or hiking, riding and cycling trails.

B. Elements of Scenic Routes

Routes consist of three elements: (1) the right-of-way, (2) the adjacent scenic corridor, and (3) areas extending beyond the scenic corridor.

(1) The Right-of-Way

The right-of-way includes the paved road and adjacent lands required for roadway protection, storm drainage, public utilities, pedestrian travel and roadside planting. The right-of-way would either be owned in fee by the state or owned by or dedicated to the local jurisdiction. Where appropriate, it may also include public roadside rests, cycling, riding and hiking trails.

(2) The Scenic Corridor

Scenic corridors are areas that extend beyond the scenic route right-of-way that are of sufficient scenic quality to be acquired by state or local jurisdictions, or areas to which development controls should be applied for purposes of preserving and enhancing relatively nearby views or maintaining unobstructed distant views along the scenic route and providing a pleasant route of travel. The scenic corridor should also include slope and utility easements, and in selected areas, public roadside rests, cycling, riding and hiking trails. Width of scenic corridors will vary from the depth of lots adjacent to the right-of-way in highly urban areas to a distance of one thousand feet in rural areas having a high scenic quality. Development controls should be applied to preserve and enhance scenic qualities, restrict unsightly use of land, control height of structures, and provide site design and architectural guidance along the entire scenic corridor.

(3) Areas Extending Beyond Scenic Corridors

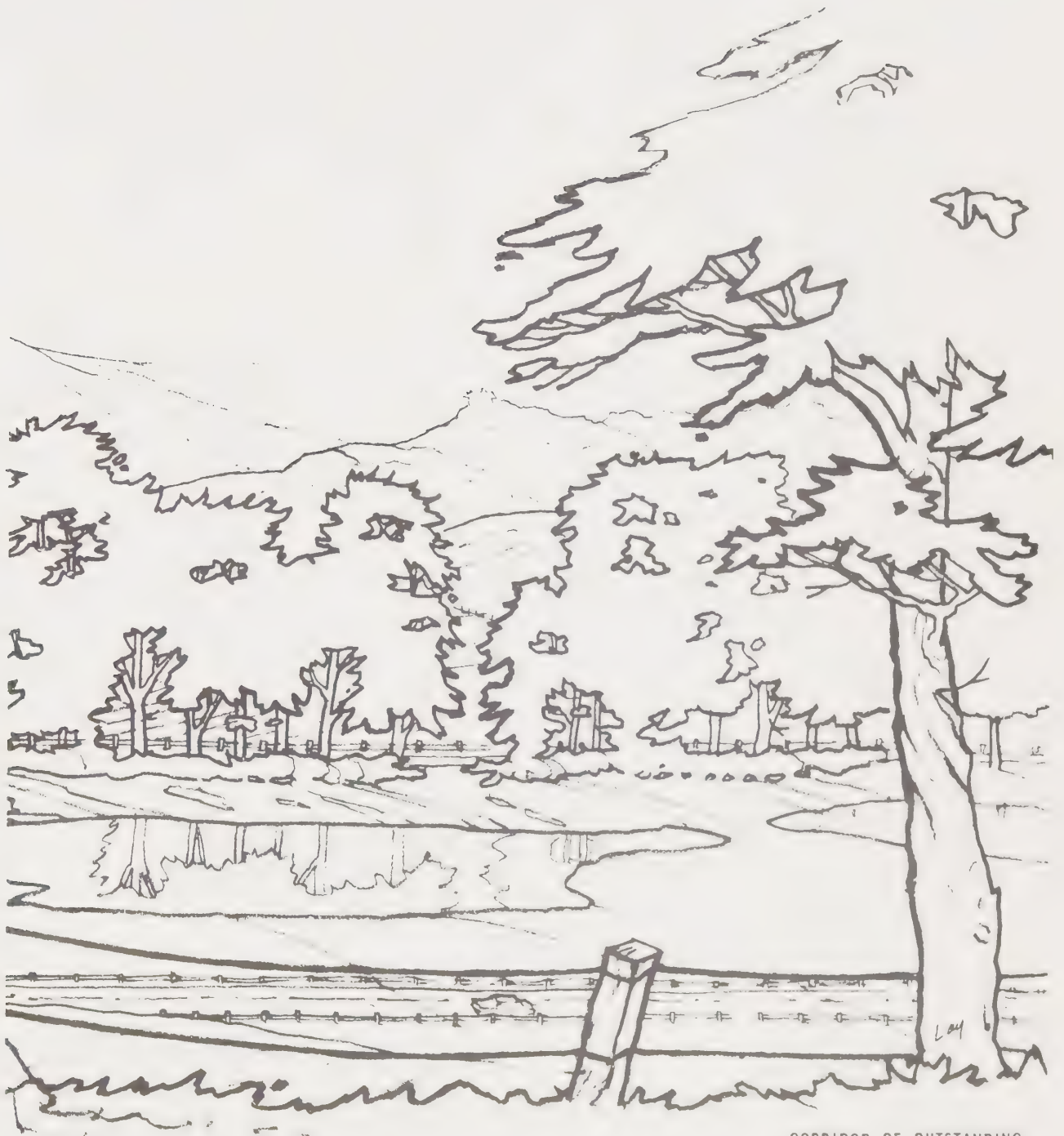
Because views from scenic routes will extend beyond scenic corridors and comprise the remainder of the county, certain basic general requirements for development will be necessary to preserve and enhance the attractiveness of all areas. Both developed and undeveloped areas will require development guidance and controls.

(a) Developed Areas:

The primary method of adding to the attractiveness of developed areas within the county beyond the scenic route corridor will be requirements to insure preservation of outstanding views, through preservation of existing trees, establishment of new landscaping, and controls on the location and type of utility and communication towers, poles, and lines, and of outdoor advertising signs and structures.

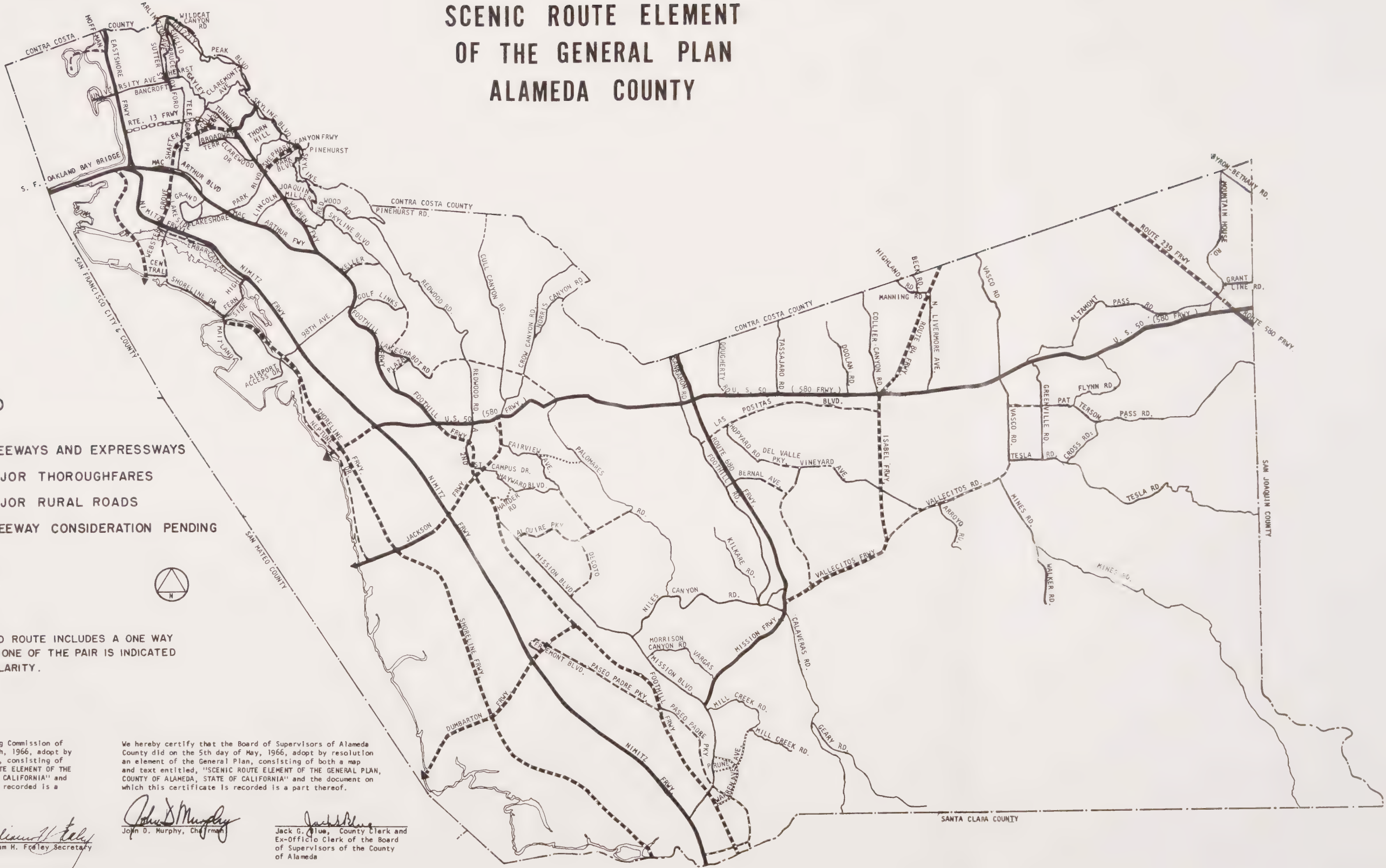
(b) Undeveloped Areas:

In undeveloped areas of the county, guidance and control of development will include grading and natural vegetation removal regulations, preservation of natural streambeds, landscaping, control of location and type of utility and communication towers, poles and lines, and of outdoor advertising signs and structures.



CORRIDOR OF OUTSTANDING
SCENIC QUALITY.

SCENIC ROUTE ELEMENT
OF THE GENERAL PLAN
ALAMEDA COUNTY



LEGEND

- | | | |
|----------|----------|-------------------------------|
| EXISTING | PROPOSED | |
| ———— | ----- | FREEWAYS AND EXPRESSWAYS |
| ———— | ----- | MAJOR THOROUGHFARES |
| ———— | | MAJOR RURAL ROADS |
| □ □ □ | □ □ □ | FREEWAY CONSIDERATION PENDING |

SCALE IN MILES
0 1 2 3



NOTE: WHEN A PROPOSED ROUTE INCLUDES A ONE WAY COUPLET, ONLY ONE OF THE PAIR IS INDICATED FOR GRAPHIC CLARITY.

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Harry W. Spencer
Harry W. Spencer, Chairman

William H. Foley
William H. Foley, Secretary

We hereby certify that the Board of Supervisors of Alameda County did on the 5th day of May, 1966, adopt by resolution an element of the General Plan, consisting of both a map and text entitled, "SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA" and the document on which this certificate is recorded is a part thereof.

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Ex-Officio Clerk of the Board
of Supervisors of the County
of Alameda





AREA OF OUTSTANDING SCENIC BEAUTY ALONG MAJOR
SCENIC THOROUGHFARE - SCENIC CORRIDOR 1000' WIDE

Portion at left developed for private.....
residential use - 50' setback, large lots.

Portion at right acquired for public
use - to remain in natural condition.

PLAN POLICIES

OBJECTIVES

- To establish a continuous system of routes, that will be convenient to all persons in Alameda County, and that will increase the enjoyment of, and opportunities for, recreational and cultural pursuits and tourism in Alameda County and adjacent counties by providing for scenic pleasure drives and scenic routes to all major recreation areas and cultural centers throughout the county and adjacent areas.
- To conserve, enhance, and protect scenic views observable from scenic routes.
- To provide multiple recreational uses, trails and roadside rests, picnicking and observation points when appropriate on present or future publicly owned lands adjacent to scenic routes, and to provide a means of coordinating scenic route trails with other trail systems within the county.
- To assist in stabilizing or increasing property values and the economy of Alameda County through preserving and adding to its attractions.

PRINCIPLES

PRINCIPLES THAT APPLY TO THE SCENIC ROUTE SYSTEM

Provide a Continuous, Convenient System of Scenic Routes

A system of scenic routes should be complete enough to be convenient to all persons in Alameda County and to provide continuous pleasurable driving within major scenic areas and between major scenic areas and recreational and cultural centers in Alameda County and adjacent areas. The routes should afford aesthetically pleasing views to both the traveller and the outside observer throughout the entire system.

Establish Efficient and Attractive Connecting Links

The scenic route system should include attractive and efficient links between routes of major scenic value and recreational and cultural centers. These links should include certain freeways and other roadways, coordinated among appropriate jurisdictions.

Provide Variety of Scenic Routes

A variety of experiences such as changes in terrain, vegetation, land forms and view should be provided in the selection of routes within the system. The geographical location and distribution of routes should be selected to provide the traveller with a choice from among the outstanding scenic values within the county.

Provide for Unimpeded Pleasure Driving

Relatively uninterrupted movement of pleasure driving vehicles on scenic routes should be accommodated through control of access, through avoidance of stop signs and through synchronization of traffic signals whenever possible on scenic expressways and thoroughfares. Through movement of trucking should be prohibited on scenic routes unless no generally paralleling through routes are provided within a reasonable distance.

Coordinate Scenic Routes and Recreation Areas

Maximum coordination of scenic routes and adjacent public recreation areas such as parks, scenic outlooks, roadside rests, cycling, hiking and riding trails should be planned. Recreation routes and trails should continue into adjacent counties to provide continuous networks for the enjoyment of the public. Scenic route recreation trails should be coordinated with existing and planned local, regional and state trails.

Coordinate Scenic Route Plans with General Plans

Scenic route plans should supplement the land use and circulation elements of city and county general plans and should be in conformance with general plan policies and objectives.

Guide and Control Preservation and Development of Scenic Routes Through Legislative Standards

As a means of implementing city and county general plans and protecting and enhancing scenic values, city and county legislation that includes standards should be established to coordinate, guide and control preservation and development of scenic routes, scenic corridors and areas beyond the scenic corridor. (See section on implementation for further detail.)

PRINCIPLES THAT APPLY TO SCENIC ROUTE RIGHTS-OF-WAY

Design Scenic Routes to Minimize Grading in Rights-of-Way

Scenic routes should be designed so as to avoid excessive cutting, filling and grading.

Design Scenic Routes for Leisurely Rather than High Speed Travel

With the exception of scenic freeways and expressways, scenic routes should be designed for moderate speeds to reduce conflicts with pleasure driving vehicles and to reduce cut and fill needs.

Establish Roadway, Traffic and Recreational Facilities in Rights-of-Way

Paved roadways and structures directly relating to the scenic route, including bridges, tunnels, embankments, embankment protectors, guard rails, drainage structures and facilities, light standards, route location and directional signs or other signs pertaining to the use of the scenic route, should be permitted within the right-of-way. Structures relating to roadside rests or other public recreational facilities should also be provided where appropriate.

Enhance Scenic Route Rights-of-Way through Outstanding Design of Highway Structures

Scenic route rights-of-way should be made as attractive as possible through appropriate design of roadways and structure appurtenances, as well as adjacent utilities, street furniture and traffic and other official signs.

Landscape Rights-of-Way of Existing and Proposed Routes

All existing and proposed scenic route rights-of-way should be landscaped for improvement of scenic qualities and for erosion control where necessary. In general, landscaping should provide a foreground framework for background views; landscape materials should not form a solid visual barrier except to screen existing unsightly views caused by elements that cannot be removed or satisfactorily improved. Rights-of-way should be well maintained to present a continuing pleasing appearance.

Utilize Scenic Route Identification Signs

Appropriate scenic route identification signs should be placed periodically along all scenic route rights-of-way to indicate to the traveller that he is entering or riding on a route within the scenic route system.

PRINCIPLES THAT APPLY TO SCENIC ROUTE CORRIDORS

Provide for Normal Uses of Land and Protect Against Unsightly Features

In both urban and rural areas, normally permitted uses of land should be allowed in scenic corridors, except that panoramic views and vistas should be preserved and enhanced through supplementing normal zoning regulations with special (see Scenic Route Corridor Development Standards, page 18) height, area, and sideyard regulations; through providing architectural and site design review; through prohibition and removal of billboards, signs not relevant to the main use of the property, obtrusive signs, automobile wrecking and junk yards, and similar unsightly development or use of land. Design and location of all signs should be regulated to prevent conglomerations of unsightly signs along roadsides.

Locate Transmission Towers and Lines Outside of Scenic Route Corridors When Feasible

New overhead transmission towers and lines should not be located within scenic corridors when it is feasible to locate them elsewhere.

Underground Utility Distribution Lines When Feasible; Make Overhead Lines Inconspicuous

New, relocated or existing utility distribution lines should be placed underground whenever feasible. When it is not feasible to place lines underground, they should be located so as to be inconspicuous from the scenic route. Poles of an improved design should be used wherever possible. Combined or adjacent rights-of-way and common poles should be used wherever feasible.

Establish Architectural and Site Design Review

Architectural and site design review by the appropriate local jurisdiction should be provided for each site and for all new or altered structures so that particular consideration will be given to appearances that will enhance scenic qualities from the scenic routes. Originality in landscape and construction design should be encouraged. Such designs should be in keeping with cityscape and natural skyline and reflect the density, movement and activities of the population.

Use Landscaping to Increase Scenic Qualities of Scenic Route Corridors

Landscaping should be designed and maintained in scenic route corridors to provide added visual interest, to frame scenic views, and to screen unsightly views.

Acquire Public Ownership of Open Space Easements, or Development Rights of Open Space Areas Having Outstanding Scenic Values

Development rights or full ownership of portions of scenic route corridors having high open space scenic qualities that would be destroyed by any development should be purchased by the appropriate jurisdiction, city or county, or state. There should also be public acquisition of appropriate open space lands for roadside rests, observation points, and recreation trails in portions of scenic route corridors.

Provide and Encourage Continuing Maintenance of Scenic Route Corridors

Continuing maintenance of scenic route corridors that the public owns or has rights to should be provided. Private owners of areas within the scenic route corridor should be encouraged to provide maintenance of landscape and structures as a means of improving the scenic quality of the scenic route.

Limit Highway Business and Commercial Development to Emergency Needs on Scenic Rural Routes

Highway business and commercial development on scenic rural routes should be limited to eating establishments and automobile service stations in areas where such facilities would not otherwise be accessible within 20 minutes driving time. Such facilities should be designed in such a manner as to be compatible with the scenic surroundings.

PRINCIPLES THAT APPLY TO BOTH THE SCENIC ROUTE CORRIDOR AND THE REMAINDER OF THE COUNTY

Retain Public Easements for Recreation Trails

All public easements should remain free and clear of any structure or improvements other than planting, unless required by public necessity, as a means of providing unobstructed areas for future recreation trails.

Landscape all Properties and Streets

All new building sites, including parking areas and vehicular entrances in business, commercial and industrial areas should be landscaped, and street trees should be planted along all rights-of-way in the county as a means of improving the scenic quality of the county.

Encourage Owners of Large Holdings to Protect and Enhance Areas of Scenic Values

Public agencies and private individuals having control of large holdings should be encouraged to protect and enhance natural resources within their properties. Cooperation should also be sought with owners of smaller lots and with community improvement and conservation groups.

Design Hill Area Streets and Access Drives to be Compatible with Natural Features

Hill area street and access drive alignments should be designed to preserve stands of mature trees; and in such a manner as to be compatible with the natural topography. Narrow and one-way streets should be utilized in hill areas where necessary to preserve natural features.

Control Tree Removal

No mature trees should be removed without permission of the local jurisdiction as a means of preserving the scenic quality of the county.

Control Alteration of Streambeds and Bodies of Water

Alteration of streambeds or bodies of water and adjacent vegetation should be permitted only with approval of the local jurisdiction, as a means of preserving the natural scenic quality of stream courses, bodies of water, vegetation and wildlife in the county. Development along edges of streams, canals, reservoirs, and other bodies of water should be designed and treated so as to result in naturalistic, architectural or sculptural forms.

Control Alteration of Bay Shoreline

Alteration to submerged land, or upland or watercourse affected by tidal action, should be permitted only with approval of plans by the local jurisdiction and the San Francisco Bay Conservation and Development Commission, as a means of preserving significant scenic shoreline and marshland areas within the county.

PRINCIPLES THAT APPLY TO AREAS BEYOND THE SCENIC ROUTE CORRIDORS

Preserve and Enhance Natural Scenic Qualities in Areas Beyond the Scenic Corridor

Views from scenic routes will comprise essentially all of the remainder of the county beyond the limits of the scenic corridor: the corridor is intended to establish a framework for the observation of the views beyond. Therefore, in all areas in the county extending beyond the scenic route corridors, scenic qualities should be preserved through retaining the general character of natural slopes and natural formations, and through preservation and enhancement of water areas, water courses, vegetation and wildlife habitats. Development of lands adjacent to scenic route corridors should not obstruct views of scenic areas and development should be visually compatible with the natural scenic qualities.

Provide for Normal Uses of Land but Limit Overhead Utilities and Outdoor Advertising Structures

In both developed and undeveloped areas, outdoor advertising structures, utility and communication towers, poles and wires should be located only where they will not detract from significant scenic views. All other structures and use of land should be permitted as specified in the local zoning ordinance as supplemented by special height regulations (see General Scenic Development Standards, page 20).

STANDARDS

RIGHTS-OF-WAY

Number of Lanes

	Type of Route					
	Freeway Expressway		Major Thoroughfare		Rural Route	
	Min.	Max.	Min.	Max.	Min.	Max.
Number of Lanes	4	8	4	6	2	2

Minimum Right-of-Way Width

	Minimum Total Right-of-Way by Type of Route (in Feet)					
	Type of Route					
	Freeway Expressway		Major Thoroughfare		Rural Route	
State Route	<u>1</u> /		<u>1</u> /		-	
County Route	-		4 lane - 80			
City Route	-		6 lane - 104 <u>2</u> / varies		2 lane - 50 -	

Recommended Design Speeds

	<u>Miles per Hour</u>	
	<u>Maximum</u>	<u>Minimum</u>
Freeway/Expressway	70	65
Major Thoroughfares	35	20
Rural Route	35	15

1/ As specified in Table 7-306.1, *Manual of Instructions, Part 7, Design*, State of California Department of Public Works, Division of Highways.

2/ Potential 110 .

CORRIDORS

Maximum Widths for Scenic Corridors 1/

Type of Corridor	Maximum Widths (in Feet)
<i>Areas of Outstanding Scenic Quality Including Designated Shoreline Routes</i> <u>2/</u>	1000
<i>Other Scenic Areas</i>	
<i>Residential</i>	
Urban Densities	200
Suburban Densities <u>3/</u>	500
<i>Industrial</i>	500
<i>Business and Commercial</i>	200
<i>Other Land Use</i>	500

- 1/ In those instances where a property would be crossed by the standard scenic corridor boundary line, the entire property should be included in the corridor.
- 2/ Includes outstanding scenic areas of unusual vegetation, geologic formation, topography, or wildlife habitat.
- 3/ 10,000 square feet or more of net residential land per housing unit.

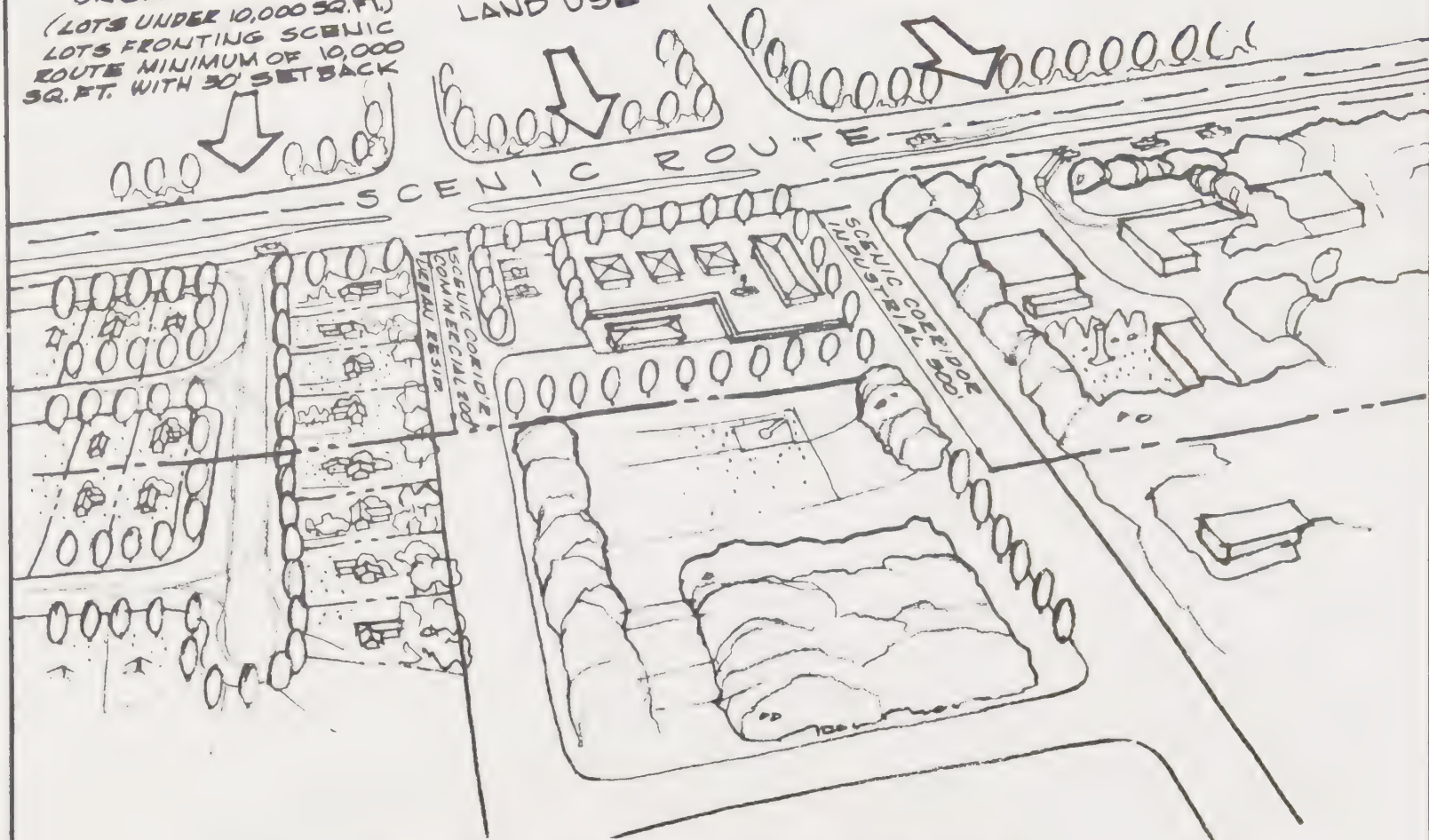
SCENIC ROUTE CORRIDOR DEVELOPMENT STANDARDS

- In undeveloped areas proposed for residential use in scenic corridors, lots immediately adjacent to the scenic route right-of-way should have a minimum lot size area per housing unit of 10,000 square feet with 100 feet minimum fronting the right-of-way and 100 feet minimum average width in single family or planned development zoning districts, or the minimum specified in the zoning district, whichever is greater, and 5,000 square feet minimum lot size per housing unit in multiple districts or the minimum specified in the zoning district, whichever is greater.
- Within the scenic corridors in residential areas, residential structures should have a setback of at least 50 feet from the right-of-way to provide sufficient open space to permit scenic views and to provide a space buffer from traffic above normal volumes using the scenic route.
- Because of the unsightly effect of a series of tall individual radio or television antennae in areas where adequate reception cannot be obtained from individual antenna that extend five feet or less above the roofline, the local government body should encourage the establishment of a public utility for community antenna reception.
- In corridors along scenic routes with outstanding distant views above the roadbed, no building structure of more than one story in height should be permitted where it would obstruct views, excepting within and immediately adjacent to central business district locations. On lots where the building structure is higher than the roadbed in corridors along routes with outstanding distant views, the combined width of sideyards should equal or exceed the width of the building structure as measured parallel to the roadbed.
- On downslope scenic corridors along routes with outstanding scenic views, no building structure of more than one story should project above the highest point of the paved road directly in front of the building structure, and no wall, fence, solid row of trees or other plants should project above the building structure or above the roadbed, whichever is higher. Where single story building structures are higher than the roadbed, there should be no wall, fence, or plant material that is not located directly between the main building structure and the roadbed that will obstruct the view from automobiles on the scenic route.

RESIDENTIAL
LAND USE
URBAN DENSITIES
(LOTS UNDER 10,000 SQ. FT.)
LOTS FRONTING SCENIC
ROUTE MINIMUM OF 10,000
SQ. FT. WITH 30' SETBACK

COMMERCIAL
LAND USE

INDUSTRIAL
LAND USE



APPLICATION OF SCENIC ROUTE CORRIDOR TO SELECTED LAND USES

GENERAL SCENIC DEVELOPMENT STANDARDS

The following applies to both the scenic route corridors and the remainder of the county:

- In all zoning districts where the allowable height limit exceeds 35 feet, each proposed structure over 35 feet, except utility poles and lines, should be reviewed by the local jurisdiction for approval to insure that such structure will not conflict with any view from any scenic route.
- Alteration to natural or artificial land contours should not be permitted without a grading permit issued by the local jurisdiction as a means of preserving and enhancing the natural topography and vegetation in developable areas. Mass grading should not be permitted. The following criteria should be applied in the review of grading permits in developable areas:
 - As a means of preserving natural "ridge skylines" within the county, no major ridgeline should be altered to the extent that an artificial ridgeline results. Minor grading to allow construction of individual dwellings should be permitted as approved on the site development review.
 - Access roads should be located and designed to keep grading to a minimum.
 - Natural ground contours in slope areas over 10 percent should not be altered more than 5 percent overall, except in such slope areas where large stands of mature vegetation, scenic natural formations or natural watercourses exist, where grading should be limited so as to preserve the natural features.
 - Any contour altered by grading should be restored by means of land sculpturing in such a manner as to minimize run-off and erosion problems, and should be planted with low maintenance, fire resistant plant materials that are compatible with the existing environment.

IMPLEMENTATION OF SCENIC ROUTE ELEMENT

IMPLEMENTATION OF SCENIC ROUTE ELEMENT

Responsibilities for Scenic Routes

Route selection, determination of right-of-way width and general design standards for county roads are the responsibility of the Planning Department and the County Surveyor; in cities, of the planning and engineering departments; for state routes, a joint responsibility of state and county and city officials. Final design standards, and construction and maintenance of the paved road and appurtenances are the responsibility of the County Surveyor or city or state engineers. All right-of-way land would be owned in fee by the state, or owned by or dedicated to the local jurisdiction.

Required Actions

- Adoption by the county and by cities within the county of scenic route elements to general plans.
- Periodic review of the scenic route elements by the county and by cities within the county.
- Continued cooperation of cities, adjacent counties, local and regional recreational and planning agencies and all appropriate state agencies in various programs leading to the implementation of the scenic route plan.
- Adoption and application by the county and cities therein of legislation for control and development in accordance with scenic route plan principles and standards including:
 1. Zoning Ordinance supplements which will be based on scenic route planning principles and standards and will include regulations on:
 - land uses
 - building heights
 - building setbacks
 - residential density
 - building coverage
 - lot area
 - planned unit development and cluster development
 - architectural and site design review
 - historical preservation
 - on-premise signs
 - outdoor advertising and time limits for removal of nonconforming signs
 - flood plain
 - screening and landscaping
 - quarries and other excavations
 2. Subdivision regulations which will be based on scenic route planning principles and standards and will include:
 - limiting of cut and fill
 - tree preservation and planting

- bank seeding and planting
 - limited access onto scenic highway
 - low density use of steep land
 - setback from water's edge
 - easement dedication
 - screening
 - road design standards
 - underground utilities
3. Building Code enforcement which will significantly, although indirectly, contribute to the improvement of aesthetic qualities.
 4. Maintenance Controls including:
 - Housing Code - Strict enforcement of a housing code and abatement of violations, as in an urban renewal project.
 - Fire Prevention - Enforcement of a fire prevention code can indirectly contribute to the scenic route program. Fire prevention programs should avoid uncontrolled burns which may destroy native flora of scenic value. Appropriate planting and maintenance would avoid such a measure.
 - Litter Control - An anti-litter ordinance should be effectively enforced. Public areas under the jurisdiction of the local government should be carefully maintained.
 - Weed and Insect Control - Attention should be given to the use of weed and insect control measures to eliminate unsightly conditions in the scenic corridor and other pertinent areas beyond the corridor and to avoid the destruction of scenic native flora.
 - Water Pollution - Water quality control should be enforced on the basis of odor and appearance as well as health hazard, particularly within San Francisco Bay, streams and lakes within and beyond the scenic corridor.
 - Forestry Practice Where Applicable - Regulations governing cutting, clean-up, and reforestation in timber operations should be reviewed for their use in implementing the scenic route program, and should be enforced with the program in view.
 5. Streambed, canal, lake and reservoir protection legislation to establish a system for review and approval of alterations to inland water bodies or watercourses.
 6. Bay fill legislation to establish a system for review and approval of proposed bay fill projects.
 7. Application of existing legislative programs and development policy for additional legislative tools to acquire land, open space easements or development rights in scenic corridors.
 8. Application to state and federal government bodies by the County Board of Supervisors and city councils for grants for acquisition of property, or open space easements or development rights in the scenic corridor, and for landscaping along all routes in the county.
 9. Preparation of detailed development plans of scenic routes showing paved road, right-of-way, scenic corridor, public areas and facilities.
 10. Preparation and initiation of scenic corridor and scenic area pilot projects by county and cities.
 11. Establishment of official programs at the city and county levels to encourage landscaping of all building sites and to provide street trees along all rights-of-way.
 12. Application to the state for inclusion of state routes in the State Master Plan for "Scenic Highways" and for designation of "Official State Scenic Highways".

APPENDIX A

RESOLUTIONS OF SCENIC ROUTE ELEMENT
OF THE GENERAL PLAN ADOPTION

THE COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY
HAYWARD, CALIFORNIA

RESOLUTION NO. 7454 - At meeting held March 2, 1966

Introduced by Commissioner P. J. DeBernardi

Seconded by Commissioner John P. Gardella

WHEREAS pursuant to the provisions of the Planning Law (Title 7 of the Government Code) it is the function and duty of the county planning agency of Alameda County, California, to prepare and of the County Planning Commission to adopt a comprehensive long term general plan for the physical development of the county, such plan to be known as the General Plan, and to provide that the Board of Supervisors of Alameda County may adopt all or any part of said general plan or any subject thereof for all and any part of the county; and

WHEREAS said Planning Law provides that said general plan may include elements dealing with subjects which in the judgement of the planning agency relate to the physical development of the county; and

WHEREAS this county planning agency in coordination with agencies and park districts in the county has prepared a text containing planning objectives, principles, and standards for a scenic route system for the County of Alameda and a plan map for the incorporated and unincorporated area of the County indicating scenic routes, which in the judgement of the planning agency relates to the physical development of the county; and

WHEREAS a public hearing was held by the County Planning Commission on the consideration and adoption of said element of the general plan on February 21, 1966, at the hour of 1:30 p.m. in the County of Alameda Veterans Memorial Building, 22737 Main Street, Hayward, California; continued to March 2, 1966 at the hour of 1:30 p.m. in the County of Alameda Veterans Memorial Building, 22737 Main Street, Hayward, California; and

WHEREAS objectives, principles, standards and route proposals in said element of the General Plan have been generally endorsed by cities and recreation agencies in Alameda County, and generally supported by those in attendance at the public hearing; and

WHEREAS it satisfactorily appears to this Commission that the public interest, necessity, convenience and general welfare will be best served by the adoption of said element of the General Plan; Now Therefore

BE IT RESOLVED that this County Planning Commission does hereby adopt a scenic route element of the General Plan, consisting of a text and map entitled, SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, ALAMEDA COUNTY, STATE OF CALIFORNIA; and

BE IT FURTHER RESOLVED that the County Planning Commission does hereby recommend that the Board of Supervisors adopt the same.

ADOPTED BY THE FOLLOWING VOTE:

AYES: DeBernardi, Kuder, Gardella, Enos, Vaughns, and Chairman Spencer.

NOES: None.

ABSENT: Kauffman

WILLIAM H. FRALEY - PLANNING DIRECTOR & SECRETARY
COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY

THE BOARD OF SUPERVISORS OF ALAMEDA COUNTY
OAKLAND, CALIFORNIA

RESOLUTION NO. 116681 - At meeting held May 5, 1966

ADOPT SCENIC ROUTE ELEMENT - GENERAL PLAN

WHEREAS, pursuant to the provisions of the Planning Law (Title 7 of the Government Code), it is the function and the duty of the county planning agency of Alameda County, California, to prepare and of the County Planning Commission of Alameda County to adopt a comprehensive long term general plan for the physical development of the county, such plan to be known as the General Plan, and to provide that the Board of Supervisors of Alameda County may adopt all or any part of said general plan or any subject thereof for all and any part of the county; and

WHEREAS, said Planning Law provides that said general plan may include elements dealing with subjects which in the judgment of the planning agency relate to the physical development of the county; and

WHEREAS, said County Planning Commission, in coordination with agencies and park districts in the county, did prepare a text containing planning objectives, principles, and standards for a scenic route system for the County of Alameda and a plan map for the incorporated and unincorporated area of the County indicating scenic routes, which in the judgment of the planning agency relates to the physical development of the county; and

WHEREAS, after holding a public hearing thereon in the manner prescribed by law, the County Planning Commission did recommend to this Board of Supervisors that the public interest, necessity, convenience and general welfare will be best served by the adoption of said scenic route element of the General Plan, consisting of a text and map entitled, SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, ALAMEDA COUNTY, STATE OF CALIFORNIA; and

WHEREAS, said County Planning Commission did advise this Board of Supervisors that the objectives, principles, standards and route proposals in said element of the General Plan have been generally endorsed by cities and recreation agencies in Alameda County, and generally supported by those in attendance at the public hearing; and

WHEREAS, this Board of Supervisors did hold public hearings to consider the adoption of said element of the General Plan, notice of which was duly given in all respects as required by law; and

WHEREAS, on April 19, 1966, this Board of Supervisors did by Resolution No. 116531A adopt the scenic route element of the General Plan, consisting of a text and map entitled, SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, ALAMEDA COUNTY, STATE OF CALIFORNIA, with following two (2) exceptions:

1. Relocation of a proposed road previously shown as extending easterly from Whipple Road at Mission Boulevard to a location extending easterly from Decoto Road at Mission Boulevard, south of and beyond the perimeter of the proposed Dry Creek Ranch Park, and
2. Removal of a proposed connection between Estudillo Avenue and a proposed Skyline Boulevard extension; and

which exceptions were referred to the Planning Commission for review and report; and

WHEREAS, said Planning Commission did find that the changes contained in said exceptions do meet the objectives and principles of the SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA, and of its Resolution No. 7454; and

WHEREAS, said Planning Commission did further find that said changes would provide better relationships between subject scenic routes and adjacent land uses;

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors does and it hereby adopt the scenic route element of the General Plan, consisting of a text and map entitled, SCENIC ROUTE ELEMENT OF THE GENERAL PLAN, ALAMEDA COUNTY, STATE OF CALIFORNIA, as amended by the above-listed exceptions.

PLANNING STAFF

William H. Fraley, Planning Director
John Jay Thomas, Principal Planner
Charles R. Dunann, Senior Planner
Bruce C. Fry, Senior Planner
Richard P. Flynn, Zoning Administrator

Glenda Broder
Barbara Cotroneo
Betty Croly
Ruth Dunann
Darlene Duran
Charles Furey
James Johst

Arnold Jonas
Karen Kessinger
John Laue
Tom Lay
Ray Lincoln
Adolph Martinelli
Georgia Rubiolo



"It is true that we have often been careless with our natural bounty. At times we have paid a heavy price for this neglect. But once our people were aroused to the danger, we have acted to preserve our resources for the enrichment of our country and the enjoyment of future generations.

The beauty of our land is a natural resource. Its preservation is linked to the inner prosperity of the human spirit.

The tradition of our past is equal to today's threat to that beauty. Our land will be attractive tomorrow only if we organize for action and rebuild and reclaim the beauty we inherited. Our stewardship will be judged by the foresight with which we carry out these programs. We must rescue our cities and countryside from blight with the same purpose and vigor with which, in other areas, we moved to save the forests and the soil."

Lyndon B. Johnson
(from the President's message on natural beauty
of our country, February 8, 1965)

"The outdoors is deeply ingrained in all that is California. The history and character of our Golden State were founded and formed in our mountains and forests, by our rivers and the sea, in the broad sweep of our valleys and deserts.

To the generations that came before us the outdoor scene was so boundless that few worried about it. Now we know there are definite limitations to our resources, our funds, and the time left to assure that outdoor beauty will always be a part of California living.

Youth needs to match itself against mountains, and we who are older need to know the stillness of our own minds --the quietness of God's hidden places. Such is the essence of deep understanding and the dignity of man's spirit.

Our children will judge whether we cared enough to preserve the splendor of the California we inherited, or stood idly by and watched its destruction."

Edmund G. Brown
Governor of California

